

#### 4.4.1.1 Section 6(f) Resources

Hillman Fields in Payson, North Park in Spanish Fork, and two sections of the Provo River Parkway Trail in Provo have been developed with grants authorized under the LWCF, qualifying them as Section 6(f) properties. The two sections of the Provo River Parkway Trail are located outside of the I-15 corridor (Riverside Park at 1260 West 600 North and Exchange Park at 900 North 700 West). As detailed in Table 4-1, Hillman Fields, North Park, and the Provo River Parkway Trail also qualify as recreation resources eligible for protection under Section 4(f). Their locations are shown on Figure 4-2.

#### 4.4.2 Historic Properties

The historic properties eligible for protection under Section 4(f) are those listed on, or eligible for listing on, the NRHP. The criteria for evaluating the significance of cultural resources are set forth in 36 Code of Federal Regulations (CFR) 60.4. These criteria are designated using a four-tier letter-code system (A–D), as presented below.

- Criterion A: Resource is associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Resource is associated with the lives of persons significant in our past;
- Criterion C: Resource embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction; and
- Criterion D: Resource has yielded or may be likely to yield information important in prehistory or history.

As stated in Sec. 774.13(b) Section 4(f) (49 U.S.C. 303), “Section 4(f) does not apply to archeological sites where the Administration, after consultation with the SHPO and the ACHP, determines that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken or where the Administration decides, with agreement of the SHPO and, where applicable, the ACHP not to recover the resource”.

The original Determination of Eligibility and Finding of Effect (DOE/FOE) for historic and archaeological resources was signed by Utah SHPO on October 16, 2007. The DEIS reflected that consultation. As stated in the DEIS, a second round of consultation was underway at the time of publication, to accommodate design changes that resulted from the first consultation. As a result of the second consultation, an addendum DOE/FOE was submitted to the Utah SHPO for review and concurrence. The addendum DOE/FOE included changes to the October 2007 DOE/FOE, as follows:

- The Lake Bottom Canal and the Utah Southern Railroad Section 106 effect was changed from Adverse Effect to No Adverse Effect, because the amount of each resource affected was reduced by slight shifts in the I-15 mainline.
- The historic property located at 1260 West 800 South (Building Reference # 36) effect was changed from Adverse Effect for all Provo/Orem Options (A, B, C, and D) to an Adverse Effect for Provo/Orem Options A and C and a No Effect for Provo/Orem Options B and D; because a detention basin was removed from Option B and D.
- The following four historic properties, including their effects, have been added as a result of the information developed in the East-West Connector study:
  - 7122 (7110) West 7750 North American Fork (Map/Site Reference # 62.5);
  - 35 North 1020 West, American Fork (Map/Site Reference # 63.5);
  - 57 North 1020 West, American Fork (Map/Site Reference # 63.7); and
  - 8040 North Millpond Drive, Lehi (Map/Site Reference # 63.9).

This addendum DOE/FOE was signed by Utah SHPO on November 15, 2007, prior to publication of the DEIS. The October 2007 DOE/FOE and the November 2007 addendum are included in Appendix A. In February 2008, an Intensive Level Survey (ILS) was completed for two architectural resources described in the DEIS; 1260 West 800 South (Map/Site Reference #36), and 12 South 1160 West (Map/Site Reference #39), in Orem. The ILS provides an extra level of documentation that can be used when questions regarding particular historic structures arise, and provides further information regarding a resource's eligibility for the NRHP. The ILS was conducted in accordance with Utah SHPO guidelines and with the assistance of UDOT's architectural historian. Based on information presented in the ILS, UDOT submitted a second addendum DOE/FOE to Utah SHPO, recommending that the two structures are not eligible for listing on the NRHP. SHPO concurred on April 3, 2008. Therefore, information on the two structures has been removed from the tables and figures contained in this section. The second addendum is also included in Appendix A.

#### 4.4.2.1 Archaeological Resources

The archaeological resources eligible for protection under Section 4(f) are described in Table 4-2. Figures 4-2 and 4-3 show the general location of the resources in relation to the I-15 corridor. In all, 12 archaeological resources are eligible for listing on the NRHP. Of these, 11 have been previously recorded and determined eligible for listing on the NRHP. The West Union Canal was recorded during the surveys conducted for this project and determined eligible for listing on the NRHP under criterion A. None of these sites are considered important because of what information they can provide through data recovery. Each warrants preservation in place.

Table 4-2: Archaeological Resources

| Resource<br>(Site #)                                       | NRHP<br>Criteria | Location / Description   |
|--|------------------|--|
| Denver & Rio Grande Western Railroad<br>(42UT1101/42SL293) | A                | The Denver & Rio Grande Western Railroad, now operated by the Union Pacific Railroad, extends through Utah and Salt Lake counties. In the 1880s, the Denver & Rio Grande Western Railroad was formed by the consolidation of several existing railroads in the Salt Lake Valley. The railroad runs in a northwest-southeast direction, crossing under I-15 in two locations as well as crossing five auxiliary roads.  |
| South Field Canal<br>(42UT935)                             | A, C             | In 1915, this circa-1850 canal was integrated into the U.S. Bureau of Reclamation's Strawberry Valley Project, a major reclamation project providing residents with a reliable water supply. The canal remains in use today. The South Field Canal currently crosses under I-15 north of 7300 South in Spanish Fork. The canal as a whole is recommended as eligible for listing on the NRHP under criteria A and C. However, the portion of the canal in the area surveyed is eligible only under criterion A. Because this portion is contained in a culvert and maintained on a regular basis, it does not maintain integrity of design, materials, or workmanship. |
| Mill Race Canal<br>(42UT1485)                              | A                | The Mill Race Canal was constructed during the 1850s and expanded in 1858 to supply water for two local businesses. The canal diverts water from the Spanish Fork River, near the mouth of Spanish Fork Canyon, and flows west for a distance of 4 miles, where it splits into three branches. Two branches—the northern and middle branches—cross under I-15. The northern branch is located 328 feet north of SR-147. The middle branch is located approximately 1,394 feet north of the Spanish Fork River.   |
| Utah Southern/Union Pacific Railroad<br>(42UT1029/42SL344) | A                | This rail line was built between 1871 and 1873 and follows the historic alignment of the Utah Southern Railroad, stretching from the Salt Lake Valley to Utah Valley. The rail line occurs within the I-15 Corridor in 13 locations: five segments of the rail line cross beneath I-15, seven segments cross auxiliary roads and one segment parallels the I-15 Corridor near Point of the Mountain.   |

Table 4-2: Archaeological Resources - continued

| Resource<br>(Site #)                               | NRHP<br>Criteria | Location / Description  |
|--|------------------|---|
| Provo Viaduct (UDOT<br>Structure # D-413)          | A, C             | The Provo Viaduct is located on Center Street in Provo and spans the D&RGW Railroad and Utah Southern Railroad/Union Pacific Railroad east of the I-15 overpass of Center Street. The viaduct originally was built in 1937 in the vernacular Art Deco style with period revival elements.   |
| Lake Bottom Canal<br>(42UT1032)                    | A                | The canal was built in 1856 or 1857 and has one of the earliest water rights on the Provo River. Six segments of the Lake Bottom Canal lie within the project study area between Center Street in Provo and the proposed 800 South Interchange in Orem. The canal parallels the highway, crossing beneath it once, from east to west, north of 820 North in Provo, and crosses under nine auxiliary roads.              |
| West Union Canal<br>(42UT1568)                     | A                | Construction of the West Union Canal began in 1872 and was completed around 1876; the year water first was diverted into the canal. This canal has some of the oldest water rights on the Provo River (Mead 1903). The canal is located 450 feet north of 400 South in Orem and parallels I-15 for 550 feet before being piped west under I-15. West of I-15, the canal re-emerges 800 feet north of 400 South in Orem. |
| Salt Lake & Western<br>Railroad Grade<br>(42UT948) | A                | This historic property consists of a segment of the old Salt Lake & Western Railroad grade and is located near 2700 North in Lehi. The rail line originated north of Lehi and extended to the mining town of Ironton, a distance of more than 50 miles.   |
| Murdock Canal<br>(42UT947)                         | A                | The Murdock Canal was constructed around 1909 or 1910. Originally named the Provo Reservoir Canal, it was renamed in the 1930s when it was expanded as part of the Deer Creek Reservoir project. The Murdock Canal currently crosses underneath I-15 in a culvert approximately 2,700 feet north of the proposed North Lehi Interchange.  |
| Draper Irrigation<br>Canal (42SL350)               | A                | The Draper Irrigation Company was formed in 1880 to bring irrigation water to the Draper and Sandy, Utah, areas. A segment of a lateral of the Draper Irrigation Canal passes under I-15 in a culvert at 14600 South in Draper.   |
| East Jordan Canal<br>(42SL290)                     | A                | The East Jordan Canal was constructed in the late 19th century to transport water from the Jordan River to agricultural fields lying along alluvial terraces at the base of the Wasatch Front in eastern Salt Lake County (Polk et al. 1994). The canal crosses under I-15 in Draper, near 14200 South.   |
| Jordan and Salt Lake<br>City Canal<br>(42SL214)    | A                | The Jordan and Salt Lake City Canal, obtaining its water from the Jordan River, was constructed between 1879 and 1882 (Mead 1903). This 200-foot segment of the Jordan & Salt Lake City Canal passes under Bangerter Highway approximately 1,300 feet west of I-15.   |

Source: Jones & Stokes 2007

#### 4.4.2.2 Architectural Resources

The fifty-four architectural resources eligible for protection under Section 4(f) are described in Table 4-3. A building reference number is provided for each resource that can be used as a quick reference in the tables and maps; Figures 4-2 and 4-3 provide a general location of the architectural resources in relation to the I-15 Corridor. In addition, Appendix C contains figures that show the architectural resources in relationship to the Proposed Action.

Table 4-3: Architectural Resources

| Building Reference # | Address   | NRHP Criteria | Description  |
|----------------------|---|---------------|--|
| 02                   | 192 South 800 West, Payson                      | A             | A circa-1950, Minimal Traditional-style residence              |
| 04                   | 750 West 100 South, Payson                      | A             | A circa-1955, ranch-style residence                            |
| 08                   | 640 West Utah Avenue, Payson                    | A             | A circa-1920, Craftsman Bungalow-style residence               |
| 12                   | 412 West 400 North, Payson                      | A             | A circa-1910, Victorian Gothic-style residence                 |
| 13                   | 625 North Main, Payson                          | A             | A circa-1950, early ranch-style residence                      |
| 15                   | 7658 South 1600 West, Spanish Fork              | A, C          | A circa-1890, Victorian Eclectic-style residence               |
| 16                   | 1378 West 7300 South, Spanish Fork              | A             | A circa-1890, Victorian Eclectic-style residence               |
| 17                   | Approximately 572 West 6800 South, Spanish Fork | A             | A circa-1920, utilitarian/other-style industrial building      |
| 19                   | 1100 South 500 West, Provo                      | A             | A circa-1950, Minimal Traditional-style residence              |
| 20                   | 605 West 1020 South, Provo                      | A             | A circa-1950, early ranch-style, postwar-era residence         |
| 21                   | 627 South 1100 West, Provo                      | A             | A circa-1948, Minimal Traditional-style residence              |
| 22                   | 987 West 600 South, Provo                       | A, C          | A circa-1940, Minimal Traditional-style residence              |
| 24                   | 1200 West Center, Provo                         | A             | A circa-1930, 20 <sup>th</sup> -century commercial building    |
| 25                   | 702 North Geneva Road, Provo                    | A, C          | A circa-1900, Victorian Eclectic-style residence               |
| 26                   | 722 North Geneva Road, Provo                    | A             | A circa-1935, Minimal Traditional-style residence              |
| 27                   | 768 North Geneva Road, Provo                    | A             | A circa-1910, Victorian Eclectic/Greek Revival-style residence |
| 28                   | 856 North Geneva Road, Provo                    | A             | A circa-1945, Minimal Traditional-style residence              |
| 30                   | 530 West 2000 South, Provo                      | A             | A circa-1940, International-style industrial building          |
| 31                   | 1271 West University Parkway, Orem              | A             | A circa-1940, dairy agricultural building                      |

Source: Jones & Stokes 2007 unless otherwise noted.

Table 4-3: Architectural Resources – continued

| Building Reference # | Address   | NRHP Criteria | Description  |
|----------------------|---|---------------|--|
| 31.5                 | 895 South Geneva Road, Orem <sup>1</sup>                | A             | A circa-1900 Victorian Eclectic Cross-wing –style residence  |
| 32                   | 865 South Geneva Road, Orem                             | A             | A circa-1955, early ranch–style residence                    |
| 33                   | 853 (849) South Geneva Road, Orem                       | A             | A circa-1955, early ranch–style residence                    |
| 34                   | 1467 West 800 South, Orem                               | A             | A circa-1950, early ranch–style residence                    |
| 34.5                 | 1451 West 800 South, Orem <sup>1</sup>                  | A             | A circa-1950, early ranch–style residence                    |
| 43                   | 1545 West 800 North, Orem                               | A             | A circa-1925, Craftsman Bungalow–style residence             |
| 46                   | 485 South 100 East, American Fork                       | A             | A circa-1940, Minimal Traditional–style residence            |
| 47                   | 440 South 100 East, American Fork                       | A, C          | A circa-1960, ranch-style residence                          |
| 48                   | 345 South Center, American Fork                         | A             | A circa-1910, Greek Revival–style residence                  |
| 50                   | 150 West 300 South, American Fork                       | A             | A circa-1945, 20 <sup>th</sup> -century commercial building  |
| 51                   | 262 South 100 West, American Fork                       | A             | A circa-1920, Craftsman Bungalow–style residence             |
| 54                   | 159 W. 200 S., American Fork                            | A, C          | A circa-1915, Craftsman Bungalow-Prairie school              |
| 55                   | 187 West 200 South, American Fork                       | A             | A circa-1935, Minimal Traditional–style residence            |
| 56                   | 360 West 200 South, American Fork                       | A             | A circa-1930, 20 <sup>th</sup> century/other–style residence |
| 57                   | 104 Roosevelt, American Fork                            | A, C          | A circa-1940, Minimal Traditional–style residence            |
| 58                   | 447 Harrison Avenue, American Fork                      | A             | A circa-1940, Minimal Traditional–style residence            |
| 62.5                 | 7122 (7110) West 7750 North, American Fork <sup>2</sup> | A             | A circa-1955, ranch-style residence                          |
| 63                   | 1028 West Main Street, American Fork                    | A             | A circa-1940, English cottage–style residence                |
| 63.5                 | 35 North 1020 West, American Fork <sup>2</sup>          | A             | A circa-1960, ranch-style residence                          |

Source: Jones & Stokes 2007 unless otherwise noted.

Notes:

<sup>1</sup> Selective Reconnaissance Survey, Lake Bottom Area (Geneva Road), Utah County, Utah (Calkins 2003)

<sup>2</sup> Identified in the Archaeological, Architectural, and Paleontological Assessment of the Proposed East-West Connector Survey Area, Utah County, Utah (SWCA Environmental Consultants 2007).

Table 4-3: Architectural Resources – continued

| Building Reference # | Address  | NRHP Criteria | Description  |
|----------------------|--|---------------|--|
| 63.7                 | 57 North 1020 West, American Fork <sup>2</sup> | A, C          | A circa-1960, ranch-style residence  |
| 63.9                 | 8040 North Millpond Drive, Lehi <sup>2</sup>   | A             | A circa-1920, Victorian Eclectic-style commercial building   |
| 64                   | 1220 East Main Street, Lehi                    | A             | A circa-1950, Streamline Moderne/International-style commercial building   |
| 65                   | 700 E. Main Street, Lehi                       | A, C          | The Lehi Roller Mill is a circa-1905 flour mill agricultural building. This historic mill was listed on the NRHP in 1994 under criteria A and C. |
| 66                   | 250 North 950 East, Lehi                       | A             | A circa-1960, split level-style residence  |
| 68                   | 725 East 500 North, Lehi                       | A, C          | A circa-1850, settlement cabin-style, settlement-era residence   |
| 70                   | 825 North 400 East, Lehi                       | A             | A circa-1940, Minimal Traditional-style residence  |
| 74                   | 830 West State Street, Lehi                    | A             | A circa-1910, Craftsman Bungalow-style residence   |
| 75                   | 850 West State Street, Lehi                    | A             | A circa-1935, Minimal Traditional-style residence  |
| 77                   | 980 West State Street, Lehi                    | A             | A circa-1890, Classical/other-style residence  |
| 81                   | 1060 West State Street, Lehi                   | A             | A circa-1940, Minimal Traditional-style residence  |
| 82                   | 1070 West State Street, Lehi                   | A             | A circa-1915, Minimal Traditional-style residence  |
| 83                   | 2200 North 1100 West, Lehi                     | A             | A circa-1942, industrial building  |
| 84                   | 2760 North Frontage Road, Lehi                 | A, C          | A circa-1960, industrial building  |
| 85                   | 4175 Thanksgiving Way, Lehi                    | A, C          | A circa-1930, Streamline Moderne-style commercial building   |
| 86                   | 4275 Thanksgiving Way, Lehi                    | A             | A circa-1930, International-style commercial building  |

Source: Jones & Stokes 2007 unless otherwise noted.

Notes:

<sup>2</sup> Identified in the Archaeological, Architectural, and Paleontological Assessment of the Proposed East-West Connector Survey Area, Utah County, Utah (SWCA Environmental Consultants 2007).

## 4.5 Use of Section 4(f) Resources

The definitions of use under Section 4(f) are provided in the “Regulatory Setting” of this evaluation. Alternative 1 (No Build) would not result in a use of any Section 4(f) resources.

#### 4.5.1 Recreation Resources

As summarized in Table 4-4, implementation of the Proposed Action would not require a Section 4(f) use of any of the 23 recreation resources located within one-quarter mile of the I-15 Corridor.

Table 4-4: Section 4(f) Use of Recreation Resources

| Resource and Location  | Section 4(f) Use | Description of Section 4(f) Use  |
|--|------------------|--|
| Hillman Fields<br>800 West 800 South, Payson   | No use           | The park is located approximately 1,267 feet east of the I-15 Corridor.  |
| Pioneer Square<br>439 West Utah Avenue, Payson   | No use           | The park is located approximately 1,267 feet east of the I-15 Corridor.  |
| North Park<br>507 East 1000 North, Spanish Fork  | No use           | The park is located approximately 528 feet east of the I-15 Corridor.  |
| East Bay Golf Course<br>1860 South 380 East, Provo   | No use           | The golf course is located immediately east of the I-15 Corridor. Implementation of the Proposed Action would not require the use of land from the golf course.  |
| Powerline Park #1<br>500 West 1400 South, Provo  | No use           | The park is located immediately west of the I-15 Corridor. However, the Proposed Action would not require the use of land from this park.  |
| Sunset View Park<br>525 South 1600 West, Provo   | No use           | The park is located approximately 739 feet west of the I-15 Corridor.  |
| West Park<br>1700 West 100 North, Provo  | No use           | The park is located more than 264 feet west of the I-15 Corridor.  |
| Fort Utah Park<br>200 North Geneva Road, Provo   | No use           | The park is located approximately 634 feet west of the I-15 Corridor.  |
| Provo River Parkway Trail<br>Utah Lake State Park in Provo to<br>Vivian Park in Provo Canyon | No use           | A temporary occupancy of the trail would occur during widening and reconstruction of the two existing bridges that span the trail and Provo River near 400 North in Provo. A detour would be provided for trail users during construction to ensure its uninterrupted use. |
| Geneva Road Trailhead<br>350 North Geneva Road, Provo  | No use           | The trailhead is located approximately 1,162 feet west of the I-15 Corridor.   |
| Paul Ream Wilderness Park<br>1600 West 500 North, Provo                                      | No use           | The park is located approximately 845 feet east of the I-15 Corridor.  |
| Harbor Park<br>800 North 2450 West, Provo  | No use           | The park is located 1,320 feet west of the I-15 Corridor   |
| Nielsen's Grove<br>2000 South Sandhill Road, Orem  | No use           | Nielsen's Grove is located approximately 370 feet east of the I-15 Corridor.   |
| Orem City Skate Park<br>355 N 1200 West, Orem  | No use           | The skate park is located immediately east of the I-15 Corridor. Implementation of the Proposed Action would not require the use of land from the skate park.  |
| Greenwood Park<br>500 South 200 East, American Fork  | No use           | The park is located immediately east of the I-15 Corridor. Implementation of the Proposed Action would not require the use of land from the park.  |

Table 4-4: Section 4(f) Use of Recreation Resources - continued

| Resource and Location                                       | Section 4(f) Use | Description of Section 4(f) Use   |
|---|------------------|---|
| Rotary Park<br>400 South 200 East, American Fork            | No use           | The park is located approximately 845 feet east of the I-15 Corridor.   |
| Lions Park<br>100 South 300 West, American Fork             | No use           | The park is located approximately 528 feet east of the I-15 Corridor.   |
| Margaret Wines Park<br>500 North Center Street, Lehi        | No use           | The park is located 1,320 feet west of the I-15 Corridor.               |
| Bandwagon Park<br>900 North 200 West, Lehi                  | No use           | The park is located approximately 1,056 feet west of the I-15 Corridor. |
| Dry Creek Trail Park<br>100 West 1500 North, Lehi           | No use           | The park is approximately 950 feet east of the I-15 Corridor.           |
| North Entrance Park<br>1875 North Trinnaman Lane, Lehi      | No use           | The park is located approximately 370 feet west of the I-15 Corridor.   |
| Pilgrims Landing Park<br>3000 West Pilgrims Loop Road, Lehi | No use           | The park is located approximately 1,056 feet west of the I-15 Corridor. |

#### 4.5.1.1 Direct Use

As shown in Table 4-4, the implementation of the Proposed Action would not require a direct use of any of the recreation resources. However, a temporary occupancy of the Provo River Parkway Trail would be required during reconstruction of the two bridges that span the trail. The following discussion provides more detail.

#### 4.5.1.2 Temporary Occupancy (Provo River Parkway Trail)

There would be a temporary construction-related occupancy of the Provo River Parkway Trail from the widening and reconstruction of the bridges over the trail located at approximately 400 North in Provo.

The measures described below, to ensure the ongoing functionality of the Provo River Parkway Trail, would meet all of the criteria outlined in 23 CFR 774.13 therefore, the proposed project would not result in a use as defined in 23 CFR 774.17. As defined in the regulations 23 CFR 774.13 a temporary occupancy of land is so minimal that it does not constitute a use within the meaning of Section 4(f) when the following conditions are satisfied:

- Duration must be temporary, i.e. less than the time needed for construction of the project, and there should be no change in ownership of the land;
- Scope of work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features or attributes of the property, on either a temporary or permanent basis;
- The land being used must be fully restored, i.e. the property must be returned to a condition that is at least as good as that which existed prior to the Project; and,



- There must be documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the above conditions.

At this location, the trail and Provo River cross beneath I-15, with the trail on the south bank of the river. Recreational use of the existing trail at this location would be interrupted on a temporary basis during reconstruction of the bridges; however, a detour would be available for trail users at all times during this period to ensure uninterrupted use of the trail.

Potential detour routes for trail users to cross the I-15 Corridor and railroad tracks include 820 North or Center Street in Provo. The potential detour routes are shown on Figure 4-4 and would begin where Independence Avenue currently crosses the Provo River east of I-15 and at the Geneva Road Trailhead, an access point for the Provo River Parkway Trail west of I-15. Signage would be posted along the trail to inform users of the detour schedules and routes. After construction has been completed, the trail would be restored to its original condition or better. Impacts on the trail are expected to be minor and would affect only a short segment, approximately 125 to 150 feet of the 15-mile-long trail. The section of Provo River Parkway Trail directly beneath I-15 would not be accessible during the reconstruction and widening of the bridges that span the trail. Once construction in this area is complete, access to this section of the trail would be restored. The proposed detour would allow for uninterrupted use of the trail during construction; it would not affect enjoyment of the trail or adversely affect the activities, features, or attributes that qualify the trail for protection under Section 4(f).

Coordination with Provo City, which has jurisdiction over this portion of the Provo River Parkway Trail, has been ongoing during development of the project. Provo City agreed that the assertions presented above would not adversely affect the ongoing functionality of the Provo River Parkway Trail for recreational use during the widening and reconstruction of I-15. The trail's administrator concurred in a letter dated May 1, 2008 (Appendix A). Implementation of the Proposed Action would not require a temporary occupancy from the other 22 recreation resources.



0 0.125 0.25 0.5 Miles

Figure 4-4

Potential Detours - Provo River Parkway Trail

LEGEND:



Parks

--- 820 North Detour Route

— Provo River Parkway Trail

--- Center Street Detour Route



Data Source: NAIP, 2006; Utah County, 2007; and Jones & Stokes, 2007.